

PACIFIC TITLE INSURANCE CO.
Standard Oil Co. of Oregon

294301

KNOW ALL MEN BY THESE PRESENTS, that SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY, a Washington corporation, in consideration of TEN DOLLARS (\$10.00) and other good and valuable considerations to it paid by H. A. ANDERSEN and A. VICTOR ROSENFELD, individuals, does hereby grant, bargain, sell and convey to said H. A. Andersen and A. Victor Rosenfeld, their heirs and assigns, an undivided two-thirds interest in and to the following real property, with the tenements, hereditaments and appurtenances thereunto belonging, or in anywise appertaining; and also all its estate, right, title and interest, at law and equity, therein and thereto, situated in the City of Portland, County of Multnomah and State of Oregon, bounded and described as follows, to-wit:

An irregular tract of land situated in the north half of the Milton Doane D.L.C. in Section 13, Township 1 North, Range 1 West, Willamette Meridian, City of Portland, County of Multnomah, State of Oregon, and being more particularly described as follows:

Commencing at a point where the line between the Milton Doane D.L.C. and the W. W. Baker D.L.C. intersects the northeasterly 30-foot right of way line of the Northern Pacific Railway Co. when measured at right angles from the centerline of said railway, from said commencing point an iron pipe marking the angle corner on the line between said Doane and Baker D.L.C.s bears South $31^{\circ}55'10''$ West 233.65 feet; thence running from said commencing point, South $34^{\circ}26'44''$ East, along said railway right of way line, 1129.66 feet to a $3/4$ " iron pipe at the southeasterly corner of that certain tract of land conveyed by P. J. Mann & Anna M. E. Mann to the Portland & Seattle Railway by Warranty Deed dated August 7, 1906 and recorded in Book 367 at Page 251; thence North $45^{\circ}21'16''$ East, along the southeasterly line of said Portland & Seattle Railway tract, 95.10 feet to the true point of beginning for this description, from which point an iron pipe marking the initial point of "Willbridge" bears South $45^{\circ}21'16''$ West 196.66 feet; thence running from said true point of beginning North $45^{\circ}21'16''$ East, along the southeasterly line of said Portland & Seattle Ry. tract, 3.16 feet to a $3/4$ " iron pipe; thence North $31^{\circ}50'16''$ East 80.51 feet to a 2" iron pipe at the northeasterly corner of said Mann tract; thence continuing North $31^{\circ}50'16''$ East, along the northwesterly line of that certain tract of land conveyed by J. Frank Watson to the Portland & Seattle Railway Company by Warranty Deed dated August 9, 1906 and recorded in Book 366 at Page 477, 1352.75 feet to a 2" iron pipe at the most westerly corner of that certain tract conveyed by the Spokane, Portland & Seattle Railway Co. and the Northern Pacific Railway Co. to Standard Oil Co. by Warranty Deed dated June 28, 1912 and recorded in Deed Book 624 at Page 106; thence South $60^{\circ}49'54''$ East 400.00 feet



to the most southerly corner of said Standard Oil Co. tract; thence continuing South $60^{\circ}49'54''$ East 40.00 feet to the most southerly corner of that certain tract conveyed by the Spokane, Portland and Seattle Ry. Co. and Northern Pacific Railway Co. to Western Transportation Co. by Warranty Deed dated October 5, 1943 and recorded in PS. Deed Book 865 at Page 249; thence North $31^{\circ}50'16''$ East, along the southeasterly line of said Western Transportation Co. tract, 92.58 feet to the most westerly corner of that certain tract conveyed by the Spokane, Portland & Seattle Railway Co. and the Northern Pacific Railway Co. to Union Oil Co. by Warranty Deed dated November 30, 1914 and recorded in Deed Book 678 at Page 276; thence South $60^{\circ}49'54''$ East 400.00 feet to the most southerly corner of said Union Oil Co. tract; thence North $31^{\circ}50'16''$ East 490.13 feet to the northeasterly corner of said Union Oil Co. tract, which point is located on the established harbor line of the Willamette River; thence South $43^{\circ}34'54''$ East, along said Harbor Line, 240.41 feet to a point on a line drawn parallel to and 150 feet from, measured at right angles, the centerline of the Spokane, Portland & Seattle Railway Company's Willamette River Bridge; thence South $40^{\circ}20'16''$ West, parallel with and 150 feet from said Railway Bridge centerline extended, 1243.04 feet to a point on the north line of N.W. Front Avenue; thence South $56^{\circ}02'44''$ East, along said north line of N.W. Front Avenue, 29.68 feet to a point on a line parallel to and 120.50 feet from, measured at right angles, said Railway Bridge centerline extended; thence South $40^{\circ}20'16''$ West, along said 120.50 foot parallel line, 418.45 feet; thence along the arc of an increasing spiral curve to the right, $a = 10$, a distance of 91.32 feet through a central angle of $5^{\circ}00'$ (long chord bears South $42^{\circ}00'16''$ West 91.29 feet); thence along the arc of a 473.69 foot radius curve to the right, a distance of 743.25 feet through a central angle of $90^{\circ}01'$ (long chord bears North $89^{\circ}39'14''$ West 669.99 feet); thence along the arc of a decreasing spiral curve to the right, $a = 10$, a distance of 91.32 feet through a central angle of $5^{\circ}00'$ (long chord bears North $41^{\circ}18'44''$ West 91.29 feet); thence North $39^{\circ}38'44''$ West 191.25 feet to the true point of beginning, EXCEPT that part of the above described tract lying within the boundaries of N.W. Front Avenue, and containing an area of 31.995 acres.

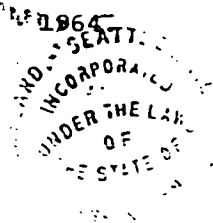
Subject to the rights of the State of Oregon, the rights of the USA and other governmental bodies in and to that portion lying below the low water mark of the Willamette River.

TO HAVE AND TO HOLD the same to the said H. A. Andersen and A. Victor Rosenfeld, their heirs and assigns forever. And the said Spokane, Portland and Seattle Railway Company does covenant with the said H. A. Andersen and A. Victor Rosenfeld and their legal representatives forever, that it is lawfully seized in fee simple of the above described and granted premises, and has a valid right to convey same; that the said real property is free from all encumbrances, and that it will and its successors shall war-

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and defend the same to the said H. A. Andersen and A. Victor Rosenfeld, their heirs and assigns forever, against the lawful claims and demands of all persons whomsoever.

IN WITNESS WHEREOF, SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY, pursuant to a resolution of its Board of Trustees duly and legally adopted, has caused these presents to be signed by its President, attested by its Assistant Secretary, and its corporate seal to be hereunto affixed this 27th day of January



SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

By J. M. Budd
President

Attest Mary H. Cohn
Assistant Secretary

STATE OF MINNESOTA)
County of Ramsey) ss.

On this 27th day of January, 1964, before me appeared J. M. Budd, to me personally known, who, being duly sworn, did say that he is the President of the SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY, the corporation that executed the within and foregoing instrument, and that the seal affixed to said instrument is the corporate seal of said corporation, and that said instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of its Board of Trustees, and said J. M. Budd acknowledged said instrument to be the free act and deed of said corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal this the day and year first in this, my certificate, written.

Mary H. Cohn Mary H.
Notary Public for Minnesota
County of Ramsey
Residing at St. Paul, Minnesota
My commission expires: Dec. 21

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